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Hongkong, 13th December, 1909. [25]

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The Daily Press.

HONGKONG, JANUARY 7TH, 1910.

Our Peking Correspondent, in a telegram we published yesterday, told us that the Chinese Government in declining to refer the Macao boundary dispute to The Hague Arbitration Tribunal for settlement gives the excuse that "foreigners favour foreigners." China could not have given to the world a more correct measure of the ignorance, self-conceit and the mental myopia of her statesmen than is conveyed by those three words, impugning the integrity and impartiality of a Court which commands the implicit confidence of the whole civilised world. The plain fact of the matter is that China is trying to wriggle out of the Treaty made with Portugal in 1887. By that Treaty China confirmed to Portugal the "perpetual occupation and government" of Macao and its Dependencies by Portugal, as any other Portuguese possession. The question for decision then would appear to be: What did the Colony of Macao and the Dependencies comprise in 1887 when Mr. J. D. CAMPBELL, of the Imperial Maritime Customs, discussed the subject at Peking with the Portuguese Foreign Minister of the day? What did the term, comprise a few months later when a Treaty was negotiated at Peking in which China confirmed in its entirety the article of the Protocol we have quoted, and expressly agreed that "everything in respect of the boundaries shall continue as at present, without addition, diminution or alteration by either of the parties," until the delimitation of the boundaries is concluded

by a special convention. It may, we suppose, be taken for granted that the Chinese plenipotentiaries when they discussed this Article of the Treaty had before them a rough map of the territory over which Portugal at that time claimed to exercise sovereignty, and the production of that map before any impartial man, be he Mongol or Caucasian, ought to be sufficient to enable him to decide whether it is competent for China now to contend that Portugal has no claim to territory adjacent to Macao over which she was exercising the rights of owner-ship when that Treaty was negotiated—rights which she had exercised for nearly three centuries before. If the delimitation of the boundaries was at that time known to involve such large questions as were raised by the Chinese Commissioner during the negotiations in Hongkong, it is inconceivable that the Treaty provision would have been signed in its present form. The Portuguese Commissioner when he came out apparently had no idea that the negotiations would assume the form they did. However, now that China has definitely refused to allow the dispute to be settled by The Hague Tribunal, public curiosity will be aroused as to what the next development will be or whether there will be any new development. The Treaty guarantees that so long as the delimitation of the boundaries is not concluded everything in respect to them shall continue as at present, and China has, therefore, precluded herself from interfering with the Portuguese in the quiet enjoyment of the territory they have occupied for so many years. China's "victory" is therefore but a sentimental one, achieved by methods which will not enhance the world's respect for her diplomacy.

It is only to be expected that the question debated at the Sanitary Board as to whether a certain matter should be confidentially or publicly discussed has left an impression on the public mind that some grave danger to the public health is threatened by the pollution of the Pokfulam reservoir. We have heard dark hints of "a cholera scare," or something of the kind, but there seems to be not the slightest justification for any such surmise, and we think it is to be regretted that a statement was not made at the Board meeting which would have set the whole matter in its proper light before the public. A suggestion made by Mr. SHERZON HOOPER at the end of the discussion disclosed that the matter which the officials were so anxious to conceal from the public was a complaint from the military representative "relative to the discharge of dirty water from the nullah at Mount Austin into the Pokfulam reservoir." It was brought to the notice of the Head of the Sanitary Department by Colonel BEDFORD three weeks ago. How long the alleged danger has existed we do not know; it is one of the things that the public might have been told in the course of the discussion, for it would have enabled the public to form an idea of the importance of the matter. Presumably what is now complained of has been going on for years, without detriment to the public health. If so, it might with advantage have been stated in the course of the discussion, and especial attention might have been drawn to the report of the Government Analyst submitted at the same meeting. A sample of water taken from the Pokfulam service since the date of the complaint was certified by Mr. BROWN to be of "excellent quality," and if anything further is necessary to satisfy the public that no cause exists for apprehension we may point to the fact that the complaint was received three weeks ago and will not be "dealt with" by the Board for another ten days. To discuss such a matter as this *in camera* is better to manufacture a scare. Much the better plan in the interests of all concerned would have been to bring the matter publicly before the Board accompanied by a special report on the subject from the Public Analyst.

For being in unlawful possession of four baskets of coal a native was fined \$5 or fourteen days' imprisonment by Mr. J. R. Wood at the Magistracy yesterday.

At the Magistracy yesterday Mr. E. R. Hallifax fined an Indian watchman \$3 for being asleep on duty at the Hongkong and Whampoa Docks.

For stealing a quantity of clothing and \$91 from a house in the Hong Kong Central District, Mr. Hallifax at the Magistracy yesterday sentenced a native to three months' imprisonment with hard labour.

The steamer *Sultan*, in command of Capt. Troan, while on a voyage from Singapore with a cargo of explosives, struck a rock outside of Trang river on the Perak Coast. She sprang a leak and made water rapidly, and it is expected that she will become a wreck. The cargo was transhipped into another steamer and taken on to Penang.

The French Mail of the 7th December was delivered in London on the 5th instant.

The Hon. Treasurer of the Allice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
R. L. Ricketts \$20

The meeting in connection with the universal week of prayer this afternoon will be held at the Wesleyan Chapel, Wanchai, where Mr. G. E. Lorrigo will introduce a discussion on "Families, Educational establishments and the Young."

A Chinese was charged before Mr. J. R. Wood at the Magistracy yesterday with kidnapping a child seven years of age from her parents, who reside at West Point. Defendant pleaded guilty, and was committed for trial at the Criminal Sessions.

The results of the speed and theory examination in shorthand held in October last at St. Joseph's College have come to hand. Eight boys obtained theory certificates and all the four candidates passed the speed test. J. Thuan obtained a full certificate of proficiency.

Lieut.-Col. G. D. Chamier, C.M.G., B.G.A., shortly completes three years in the rank, and receives the brevet of colonel. Lieut.-Col. Chamier, who commanded the artillery during the defence of Kimberley, in the Boer War, joined the corps nearly 30 years ago, and gets his step at 48 years of age.

A Siamese Princess, the wife of H. R. H. Prince Diolk Nohbarah, has been drawn in one of the artificial lakes of the Dusit Park Palace grounds. Princess Sirimah, who was a Laos Princess, was bathing in the palace of Chod Dam, and it is not known whether she did not know how to swim or whether she was seized with cramp or heart failure.

A Chinese woman was charged before Mr. E. R. Hallifax at the Magistracy yesterday with kidnapping a married woman 19 years of age. While the defendant was arranging for the woman's passage to Singapore at the Registrar-General's office the husband appeared and claimed his wife. The hearing of the charge against the defendant, who was represented by Mr. Otto Kong Sing, was adjourned, bail being fixed in the sum of \$200.

Lance-Sergeant Counsel, of the Hongkong Police, died in the Government Civil Hospital yesterday after a short illness. The deceased, who joined the force in October, 1901, lost his wife about a year ago, and since that sad occurrence he appears to have failed rapidly. He leaves two children, one aged three and one scarcely twelve months old. His remains were interred in the Happy Valley Cemetery yesterday afternoon, a large number of the police following their comrade to his last resting place. The funeral service was conducted by the Rev. C. H. Hickling.

Twenty Chinese naval cadets, sons of highly-placed officials, who have come to Great Britain, says a Service journal, to receive naval training, are staying at Southsea, under the care of Capt. Li, of the Imperial Chinese Navy. The cadets, who are sixteen and seventeen years of age, will spend four or six, and in some cases eight years, in England. Six of them are going to the Royal Naval College, Greenwich, as students, and the remaining fourteen will be apprenticed to the naval contractors' yards on the Clyde and the Tyne. Eventually, after training, they will return and take up posts in the Imperial Chinese Navy.

We are advised by mail that Miss Irene Osgood, a new American writer who is described as "a coming lady novelist," will "travel in Hongkong this winter and write up the country." In a biographical sketch which accompanies the intimation we are told that the lady comes of a very old Virginia planter's stock, and that "while still a girl she found herself for a time commanding the enormous yearly income of \$30,000." Soon after her marriage she went to Europe, and has a "veritable earthly paradise" at Gullborough Hall, "set in the heart of Pictchley, Northamptonshire."

The many music lovers who attended at the Club German last night to hear the concert given by the band of S.M.S. *Scharnhorst* enjoyed some excellent orchestration. The programme was very comprehensive and included selections from the great masters as well as from the works of modern composers. In the first part *Svendens Romanse* with a violin solo by Herr Krueger was the best appreciated item, though unstinted applause was also accorded the musicians for their fine rendering of *Two Hungarian Dances* by Brahms. "Der Fliegende Holländer" by Wagner was beautifully rendered. The second part was in the same catholic taste, Offenbach, Cizibalka, Powell, Lehar, and Jones being represented. "The Troubadours" and "Gold and Silver" were among the most popular selections. The attendance included H.E. the Governor.

His Excellency the Governor is giving an Official Dinner at Government House tomorrow, the 8th instant, to which the following have been invited:—General Sir John French, Brig.-General Henderson, Mr. Brett, Admiral von Ingenhoff, Captain Maass, Captain Grasshoff, Captain Hensen, Mr. von Ziemer, General Brandwood, Captain Heathcote, Captain and Mrs. Stewart, Captain and Mrs. Murray, the Bishop of Victoria and Mrs. Leader, Mr. and Mrs. Gresson, Sir Henry and Lady May, Mr. and Mrs. Hewett, Mr. and Mrs. J. R. M. Smith, Mr. and Mrs. Montague Ede, Mrs. and Miss Stirling, Admiral Sir Hedworth Lambton, Captain Clinton Baker, Commodore, Mrs. and Miss Lyon, Dr. and Mrs. Bais, Commander Fuller, Captain Lima, Captain Fitzherbert, Dr. and Mrs. Voretzsch, Mr. Bandow, Captain Hanna, Comm. Volpicelli, Captain Farquhar.

TELEGRAMS.

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OVERDUE STEAMERS

Tokyo, January 6th.

The Nippon Yusen Kaisha has announced that two vessels, the Great Northern Steamship Company's "Minnesota" and the N.Y.K. "Kaga Maru" from Seattle are overdue.

Wireless reports from the latter vessel are to the effect that she is 1300 miles distant from Yokohama with a damaged shaft which will involve a delay of six days. The nature of the accident to the "Minnesota" is not stated.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

THE CHINESE NAVAL COMMISSION.

SPEECHES BY PRINCE HSUN AND THE KAISER.

London, January 6th.

The Chinese Naval Commission had an audience of the Emperor William at Berlin, most of the Princes, including the Crown Prince, being present.

H.I.H. Prince Tsai Hsun, addressing the Emperor, expressed his respectful thanks for the reception, and said the name of the German Navy was of good report throughout the world. The admirable achievements of the German shipyards were also universally known. His Imperial Highness rejoiced therefore to see Germany's progress with his own eyes. He expressed the hope that the friendly relations between Germany and China would grow more intimate, that peace and harmony would ever prevail, and that the Emperor would enjoy many years to happily reign over his people.

The Kaiser, in reply, thanked His Imperial Highness for his friendly words. The dispatch of the Commission afforded him lively satisfaction, and he had given orders to facilitate to the utmost their task. He hoped His Imperial Highness would find much worthy of interest in Germany's achievements, and he was convinced that the visit would contribute to foster and strengthen the very friendly relations between China and Germany.

The Emperor decorated Prince Tsai Hsun with the Grand Cross of the Red Eagle.

The Commissioners leave to-morrow for Stettin, thence they will go to Hamburg, Kiel, Essen and Elbing, inspecting shipyards and foundries.

LATER.

H. I. H. Prince Tsai Hsun visited the German Chancellor yesterday afternoon, and dined with Admiral von Tirpitz in the evening.

THE NEW FRENCH TARIFF.

ALARM IN GERMANY.

London, January 6th.

The new French tariff has created alarm among the German manufacturers.

It is declared that the tariff will deal a serious blow to German exports to France, as it will practically destroy the French market for many German manufactures.

LORD ROSEBURY'S ADVICE.

VOTE FOR THE UNIONISTS!

London, January 6th.

Lord Rosebery has written a letter advising the electors to vote for the Unionist candidates.

He says he writes with pain and reluctance, but as his conscience and patriotism dictate.

[FROM THE "CHEUNG NGAI SAN PO."]

CHINESE AND MINING CONCESSION.

Peking, January 6th.

The Governor of Shantung intends to raise the sum of taels 3,500,000 to redeem five mines from the Germans in this province.

JAPANESE IN MANCHURIA.

Peking, January 6th.

The Japanese merchants propose to erect a cigarette factory in Antung so as to compete with English and American importers.

SUPREME COURT.

Thursday, 6th January.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

THE BASLE MISSION LIBEL CASE.

The Hon. Mr. Rees Davies, K.C. (Acting Chief Justice) and Mr. H. H. J. Gompert (Puisne Judge) sat to hear the point of law reserved for the consideration of the Full Court as to whether the plaintiff in the libel action against the *Hongkong Shipping Co.* was competent to sue. Mr. M. W. Slade, instructed by Mr. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for plaintiffs, defendant being represented by Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing.

Mr. Slade—This was an action brought by the plaintiffs, who are a corporation incorporated by Ordinance of this Colony, for a libel which they allege to be a libel upon them. The statement of claim states what the plaintiffs are: Plaintiff is a corporation and carries on, and at all times material to the issue in this action carried on *inter alia*, the business or profession of medical practitioner at Ho Yuen, in the province of Kwangtung, in the Empire of China. By their defence the defendants denied that the practitioner carried on the business of medical practitioner at Ho Yuen. The plaintiffs' corporation gave evidence that at Ho Yuen they had a hospital under the charge of a qualified medical men in their employment. At that hospital charges were made to those who could afford to pay, but in cases of extreme poverty medical assistance was given gratuitously. The defendants tendered no evidence at all in any issue in the case, so the position of affairs is that it is an uncontroverted fact that the plaintiff society carried on the business of a hospital and medical practitioner at Ho Yuen. Although it was proved in the evidence that the plaintiff was a missionary society and did not carry on the hospital for pecuniary profit, yet it was a business according to the authorities. The question of carrying on a philanthropic institution when small payments are made for services rendered, but where no attempt is made to carry it on at a profit, has been considered in a number of cases. This business which the corporation carry on undoubtedly would be a business were it carried on by an ordinary person for the purpose of making a profit out of it. I submit that a corporation carrying on business must carry on its business by means of persons in its employment. A corporation is a legal entity which carries on such business, trade occupation or calling, as it is in fact carried on by means of persons in its employ. Counsel then dealt with the law as to libel, pointing out that if the words complained of were capable of a defamatory construction the question as to whether it was a libel or not should go to the jury, and explaining that the jury had to consider whether the words used were defamatory and whether they damaged the doctor and the society.

Sir Henry Berkeley—The sole point is whether the plaintiff as a corporation is entitled to sue.

Mr. Slade—Yes, but I must clear the ground. The jury were further asked whether the serious reflections in the libel on the doctor and missionary did in fact damage the plaintiff society.

The Chief Justice—That was your case.

Sir Henry Berkeley—Always assuming they had a right to sue.

Mr. Slade—The jury held that these untrue words did injure the society.

Sir Henry Berkeley—If they could sue. Mr. Slade went on to deal with the right of a corporation to bring actions for libel and slander. He quoted Lord Fisher's words to the effect that the law of libel was one and the same as to all plaintiffs, and that every action for libel where the statement complained of was or was not a libel depended on the question whether the jury were of opinion that what had been published with regard to plaintiff would tend in the mind of people of ordinary sense to bring plaintiff into contempt, hatred or ridicule or injure his character. It was so that there might be a charge of libel brought against a corporation which was of such a character as to render libel meaningless because the corporation would be impossible of moral injury.

The Chief Justice—Would not murder be such a case?

Mr. Slade—It all depends. If it were said of a corporation which was a municipal corporation that it committed murder it would be no libel, because a municipal corporation cannot commit murder. But where it is said of a corporation which carries on the business of a hospital that they had conducted operations in such an unskilful and unprofessional manner that death resulted, and their carelessness and ignorance of all ordinary rules of the profession were such that the death amounted

to murder on the part of the person who did it, I submit that undoubtedly might be both a charge of murder against the individual and a charge of incompetence against the corporation. Libel may affect two sets of persons—the individual and the corporation.

The Chief Justice—Although the corporation itself is physically impossible of committing the act alleged.

Mr. Slade—It is perfectly capable of committing acts, but it is not liable to the penalty. Your Lordships must draw a distinction between a series of acts which will in the case of an individual render the individual liable to the penalty imposed by criminal law and the civil consequences of those same acts when committed by an individual on behalf of his employer.

The Chief Justice—Rightly or wrongly, I differed from you there, otherwise if I had not, I should have withdrawn the case from the jury.

Sir Henry Berkeley—I understood you reserved the whole point of capacity to sue.

The Chief Justice—That is a question on which I was rightly or wrongly satisfied.

Sir Henry Berkeley—Surely I must be permitted to say that they have no right to sue?

Mr. Slade resumed his address and contended that if judgment were given for the defendants it would be open to Chinese newspapers to go on libelling missions to any extent.

Sir Henry Berkeley submitted that the libel contained an imputation of criminal offence—a charge of murder or manslaughter—and as that imputation was a personal one an action for libel could not be founded on it at the suit of a corporate body. It was personal to the employee and did not reflect on the management of the business by the corporation.

Mr. Slade replied to the argument of Sir Henry that the verdict of the jury made no difference, and submitted that the question which their Lordships had to decide was whether there was any evidence to go to the jury that the untrue words injured the plaintiff in its trading and professional character. The jury had found that they did injure the plaintiff.

Their Lordships reserved their decision.

AN EXTRADITION CASE.

Mr. Slade moved for a rule nisi to be directed to the Captain Superintendent of Police to show cause why Sun A Wah, now detained in Victoria Gaol, should not be discharged from custody. The proceedings were under the Chinese Extradition Ordinance. Mr. Slade was instructed by Mr. Otto Kong Sing. The Acting Attorney-General (Hon. Mr. F. A. Hazeland), and Mr. G. C. Alabaster, instructed by Mr. Bowley, Crown Solicitor, appeared for the Crown, and Sir Henry Berkeley, instructed by Mr. Denny, appeared for the Chinese Government.

Mr. Slade said Sir Henry appeared for some person unknown who had no right of audience in the Court.

Sir Henry Berkeley—I ask to be allowed to appear on this rule to show cause on behalf of the foreign Government interested in the extradition against the rule being made absolute.

The Chief Justice—The Chinese Government?

Sir Henry—The foreign Government in this instance happens to be the Chinese Government. In making this application I am acting in accordance with the established practice in England and with the custom of this Court. I will refer your Lordships to the case decided before the Full Court on May 31st, 1887, before Chief Justice Russell and Puisne Judge Lach in the matter of Leung A. Foo brought before the Court on a writ of *habeas corpus*. Your Lordships will find in the case that Mr. Francis, Q. C., appeared on behalf of the Chinese Government to support the warrant of commitment. After referring to the practice in England, where the representative of the foreign Government is served with a notice, he said that the fact that there was no representative of the Chinese Government here was the only reason for the omission to serve notice on the Chinese Government in accordance with the practice in England. There is no diplomatic representative here. There is a representative other than diplomatic representing the Chinese Government.

Chief Justice—Who is the person representing the Chinese Government?

Sir Henry Berkeley—I am, and ask to be heard, Mr. Slade—I should like to know his authority. Is he retained?

Sir Henry Berkeley—Of course I am retained, or I would not be here. It follows if a foreign Government may be served with notice to show cause why a rule nisi should be made it must have the right of audience or it could not show cause.

Chief Justice—But in the case tried here?

Sir Henry Berkeley—The Chinese Government why the courtesy of this Court should not be extended to a foreign Government.

The Puisne Judge—I think we might hear Mr. Slade.

Mr. Slade—I did not know this was going to be argued.

Sir Henry Berkeley—The Chinese Government make no claim to right. They follow precedent in England, which has been adopted previously, and that your Lordships will hear them in their application for the extradition of the criminal applied for.

Mr. Slade said he did not mind how many counsel appeared against him, and went on to say that if the Chinese Government and the British Government liked to have a fight in Court over the interpretation of the treaty then he would say "more power to their elbows."

The Chief Justice—With regard to the question raised we have before us a direct precedent for the Chinese Government being represented in this Court, and without in any way endeavouring to criticise or set aside the decision of the learned Chief Justice in the case stated we are disposed to hear Sir Henry on behalf of the Chinese Government and to consider the point raised by Mr. Slade and give more fully our reasons for the course we adopt in the judgment hereafter.

Mr. Slade then addressed the Court, arguing, firstly, that there was not proof that the prisoner was a subject of China, and, secondly, that no foreign warrant or equivalent or any written document of accusation made in China had been produced.

The hearing was adjourned until Saturday.

SPORTING NOTES.

Though the festivities associated with Christmas and New Year have interrupted the routine of sporting organisations, athletic exercises have not been neglected. Lawn tennis has in consequence received more attention than usual during the holidays, and though both football and cricket have been in a measure suspended there has just been sufficient to keep alive the interest of those who follow both games.

The Cricket Club has witnessed a series of interesting matches, and the hope of seeing good cricket—which was certainly realised—drew many spectators to the ground. The two days' match between the Club and the United Services resulted in a win for the Club by six wickets. The Club were unfortunate in losing their mainstays rather cheaply, and though the issue remained in doubt for some time, the good stand by Captains Beasley and Garnett in the second innings practically made victory certain for their side.

The only League match played for over a fortnight was that between the R. E. and the Police. As was to be expected the Sappers secured the game and the point, the Police failing to reach the century even with all their crack players batting.

The Sappers have the highest number of points to their credit in the League contest, but the Telegraphs head the list with the highest percentage, having won each of the two matches played. The Police have been very unfortunate this season, not having been able to secure a single win yet, although they have played five matches.

League cricket commences in earnest again on Saturday, on which day four matches are set down. Perhaps the most interesting is the meeting of the H.K.C.C. and the Civil Service. The latter out of five matches played have won three, drawn one, and lost one, while the former out of three matches played have won two and lost one.

The H. K. C. C. are playing the Navy on Saturday next at 1.30 p.m. instead of on the 15th inst.

On Saturday, the 15th inst., the H.K.C.C. "A" team will play the Hongkong and Shanghai Bank on the H. K. C. C. Ground.

What was lost in quantity in football matches on Saturday afternoon was certainly fully compensated for by quality, the resuscitation of the Army-Navy fixture, which is an annual in every colony of any importance, and one of the leading fixtures in British football, proving a success far beyond the expectations of even the most sanguine of the promoters.

The total collapse of the Army team was unaccountable, as with few exceptions the players were recognised to be the best available in their respective positions. The experiment with Watts at full back was a success, and it is no exaggeration to state that he was the best on the field. At half the soldiers were quite as strong as their opponents, although Lt. Bagnall would have been a decided improvement on Barton, the blocking tactics of the former being effective enough to break up the defence of even the best balanced team. It was undoubtedly in the forward line that the team was weak. The quintette never seemed to work together, and Taylor spoiled his best opportunities by being offside. The pick of this department was certainly Nash, with Brown a good second with what little he got to do.

The Navy team treated the two thousand spectators to an exhibition of football which has rarely if ever been excelled in the Colony. One point in the composition of the team which contributed largely to its effectiveness was the similarity in style which characterised the play of the forwards, especially the inner trio.

Of the 22 players who took part in the match, one (Beasley) has played for the Army team at home, three (Tugwell, Sullivan and Reid) have played for the Navy, and six (Beasley, Taylor, Brewster, Dare, Barker and Watts) have represented the Army on previous occasions in the Colony.

The idea of making the match of Saturday the first of a series in a triangular league has been mooted, and although I do not think the civilians could beat the Navy I am convinced that if the strongest team was fielded a close game would result.

The Bedford team, who, by the way, are the Navy League champions, were caught napping by Flora on Saturday. Having defeated Flora on the previous Thursday by four goals to nil they put a weak team in the field with disastrous result, so far as their chances of retaining the honour goes.

King Alfred still top the table with the full number of points for matches played, and unless Bedford spring a surprise on them the flagship team will have no difficulty in winning this competition.

In the league for smaller ships *Atacuity* bid fair to become the champions, as they defeated *Whiting*, who had previously defeated all the other teams in the competition.

It seems to me very strange that advantage is not likely to be taken of the rules of the Hongkong Football Shield, which allows for any number of the smaller ships combining to form a team.

With eight teams to select from and players like Sullivan and Brown (*Whiting*), Anderson (*Harb*), and others I have seen playing in Small Ships League matches a strong team could be fielded.

Rumour has it that a team of Officers of the Fleet are likely to enter for the Hongkong Shield, and, if this is so, then two new teams will be competing, as the R. M. L. I. have already entered.

The last of the H. K. League matches take place on Saturday, but as the Gunners have four points in hand, the result will not affect the destination of the *Daily Press* Cup.

The "bobbies" put up a good game against the Club in their annual fixture, and if any of the local secretaries were present I should not be surprised if some of the players take part in the shield ties.

Boxing figures prominently in the local sport at present, and more than the usual interest is being taken in the Lewis-Bolton fight which is due to take place this month. The Australian is undergoing strict training and is confident of success.

With the closing of entries for the Hongkong Hockey Cup to-morrow, the Hockey season proper may be said to commence. A larger number of friendly matches have been played this season than in former years, and a few new teams are in the field, so that I expect to hear of a record entry for the competition.

OBSERVER.

GENERAL FRENCH VISITS HONGKONG.

Among the passengers by the P. and O. mail steamer *Devon*, which arrived in port early yesterday morning, was General Sir John French, Inspector-General of the Forces, Brigadier-General D. Henderson, Staff Officer, and Lieut. the Hon. M. V. B. Broth, A.D.C. General French is on a tour of inspection, and will spend a fortnight in Hongkong. On landing at Blake Pier yesterday he was met by Major-General Broadwood, Officer Commanding. A guard of honour from the Luffs was drawn up before the pier, and after inspecting this the distinguished visitor, accompanied by General Broadwood, paid a visit to His Excellency the Governor at Government House. During his stay here the Inspector-General will be the guest of H.E. the Officer Commanding the Troops.

AN UNLUCKY CHINESE FORTUNE-TELLER.

APPEALS, BUT RECEIVES A HEAVY SENTENCE.

Hong Wan Kai was recently convicted by a police magistrate at Singapore of having pretended to tell fortunes and using subtle craft with intent to deceive and impose, and was fined \$50, or in the alternative a month's imprisonment. Last week he appealed against the conviction, before Mr. Justice Sercombe Smith, his case being conducted by Mr. Chopard, who argued that the appellant was not a vagrant because he had a settled abode, and that what he had done was part of a belief by Chinese in the good Wong Tye Sin, and he asked the Court not to interfere with what was a religious belief. For the Crown, Mr. Hastings Rhodes submitted that the evidence was ample that the man had told fortunes, and likened the case to the organ-grinder and canary method of telling fortunes at home—a pastime in which the Deputy Public Prosecutor admitted having indulged in in his younger days.

His Lordship said that in his opinion the conviction did not interfere with the religious opinions of any Chinese in Singapore. He had merely to decide whether this man professed to tell fortunes or not, and the evidence given before the magistrate proved that he did so. His Lordship was not interfering with the man's religious beliefs in the least bit, because there was no evidence that the fortune-telling acts were done on account of the man's religion, unless his religion were his own property. But there was ample evidence that he told fortunes for his own profit, and had made it a lucrative means of existence in the past. This might not appear to be a very serious matter, but appellant had already been convicted of a similar offence, and his Lordship intended to do something which would put a stop to this kind of masquerading under the garb of religion and of mulcting the poor Chinese of Singapore. A more fine of \$50 was, in his opinion, totally inadequate to meet the case of this kind, and he would therefore dismiss the appeal, and in place of the fine of \$50, impose a sentence of two months' rigorous imprisonment.

This was explained to appellant who was present in Court. His only response was a request for mercy.

A GOVERNOR ON GOVERNING.

General Van Houten, the retiring Governor-General of Netherlands India, on turning over the appointment to his successor, Mr. Idenburg, at Batavia, delivered a speech, which caused some sensation. He dwelt upon attacks which had been made upon him personally, and pointed out that he had administered the government to the best of his ability without respect of persons. In his opinion, in governing a colony, the advice of the men on the spot should be followed. Mr. Idenburg made a few remarks and made known the fact that General Van Houten had been decorated with the Grand Cross of the Order of the Netherlands Lion. It may be noted that General Van Houten had accused much blood by following a policy of "thorough" regardless of expense, especially in enforcing the authority of Government in islands where it had hitherto been slack.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of China* arrived at Shanghai at 5 p.m. on the 5th inst., and left again at 4 a.m. on Thursday for Hongkong, where she is due to arrive at 9 a.m. on the 8th inst.

The N.Y.K. str. *Tosa Maru* (Bombay Line) left Moji on the 4th inst., and is expected here on the 9th inst.

The Mogul Line's str. *Sikh* left Liverpool on the 1st inst., for Hongkong via Straits.

The American & Oriental Line's str. *Welsh Prince* from New York left Singapore on the 5th inst. afternoon, and is due here on or about the 12th inst.

The C.P.R. str. *Empress of Japan* arrived at Nagasaki at 7 a.m. on the 6th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 8 p.m. on the 7th inst.

PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."] December 3rd, 1909.

TUBERCULOSIS.

Must we come to the definite conclusion that tuberculosis or phthisis is incurable? We would be justified in doing so considering that in spite of all the brilliant promises of Koch, Behring, Maragliano, &c., the terrible scourge is as defiant as ever, and baffles the cleverest of scientists. Fewer countries have perhaps experimented so largely in endeavouring to find a "perfect cure" against tuberculosis as France has done. She still refuses to believe that it is an incurable disease, and is more than ever determined to continue experimenting in the hope of some day convincing the world of this fact. One of the greatest medical authorities in France on phthisis is Dr. Calmette, who frankly recognises the utter failure of all the boasted serums which were to render humanity immune against the most terrible of scourges. In the Professor's opinion, there is "no anti-tuberculous serum in existence which has any real curative power." On the other hand, Dr. Calmette does not look upon the grave problem as unsolvable; on the contrary, it is only a question of time and study. He agrees with Dr. Brouardel's dictum that most men are, or have been, tuberculous, and that those who have resisted are almost rendered immune. He asks himself if the true treatment of tuberculosis is not precisely to treat and cure the patient at the first attack. To this end a rapid diagnosis is necessary, and must be followed by an immediate dispatch of the patient to a "preventorium," or place of isolation, where they may be protected from fresh contamination, whether by the family—if there is a consumptive in it—or by the milk of a tuberculous cow.

Dr. Calmette believes that consumptives vaccinate themselves, but they must be helped. Consumptives whose malady is fatal are those who have been exposed to successive re-infection at short intervals by cohabitation with consumptives or by infected food. The essential point is to diagnose the first infection and to isolate the patient, so as to prevent re-infection for a certain period. During this time the malady follows its course, and is cured—in other words, the patient vaccinates himself. Later, when exposed to re-infection, he will resist, being rendered immune by his first attack. Dr. Calmette urges that war should be waged without respect against the propagation of tuberculosis by suspected saliva, meat, and milk. He calls upon women to enrol themselves in a peaceful army fighting tuberculosis, and quotes the famous words of Jules Simon:—"When a woman is taught a small school is founded." Next year, all being well, will witness a renewed crusade against phthisis throughout France. The latter country longs for the glorious day when she will be able—as she so fervently hopes—to proclaim tuberculosis a curable disease.

APPARITIONS.

The French are a very superstitious people; hence why they attach so much importance to all sorts of romances concerning visions or apparitions. The latest place to engage the attention of such firm believers is Orreony, a little remote village in the west of France, which according to its good inhabitants is destined sooner or later to become every bit as famous as Lourdes—the Pilgrims' Mecca—which, half a century ago, was known just to the few for its ancient castle. Then, in 1859, the peasant girl, Bernadette Soubirous, saw the apparitions of the Virgin, who, it is said, revealed to her the miraculous powers of the springs. Very like the case of Bernadette Soubirous is that of Suzanne Bertin, a little peasant girl who also has visions at Orreony. It is not, however, the Virgin who appears to Suzanne, but the recently beatified Paselle, in other words, Joan of Arc. The apparitions are creating considerable interest in France at the present time. The Maid of Orleans speaks much, sometimes her utterances are cryptic, but these the little girl, it is said, records immediately in a journal. Many of the calamities which have occurred in France during the last few months were revealed to Suzanne.

PRESIDENTS AS SPORTSMEN.

The "Chasses Présidentielles" are now in full swing, and will continue until after the New Year; this means that the coverts of Rambouillet and other official residences will be shot over by M. Fallières and his distinguished guests. The President has the reputation of being a good average shot, but he shows little enthusiasm for the chase. One of his predecessors, M. Thiers, showed even less, for, despite the brilliant shooting parties organised in his honour by the members of his military household, he never would consent to fire a gun. President MacMahon, disclaimed the "Chasses Présidentielles" for quite another reason. He had shot big game in Africa, and considered it child's play to knock over pheasants and partridges. The absence of danger greatly detracted from his pleasure. M. Cyprien preferred billiards to shooting. The unfortunate M. Carnot considered it as one of the duties of his office to entertain shooting parties at Rambouillet, Fontainebleau and Marly. But he was a poor shot, and his "maladresse" or clumsiness is remembered by everyone, especially by General Brugère, who was so unfortunate as to receive the contents of the President's gun in a part of his anatomy that prevented him sitting down for some time after. M. Casimir-Perier was an excellent shot, while M. Félix Faure was an ideal Nimrod. He did marvellous execution with his gun, and the manner in which he handled it was quite "Louisquinatrin." If he fired as many as 2,000 shots in the course of the year, it is estimated that his "bag" must have totalled quite 3,000. He only used the very best guns, and it was not unusual for him to bring down

two or three birds with one shot. It must, however, be said that in the case of President "battues" the game is always very thick together. M. Loubet made no pretensions at being a great shot, but he was a good average "gun" all the same.

REMARKABLE SURGICAL OPERATION.

One of the most remarkable surgical operations ever performed was brought to a successful issue by Dr. Cerné a few days ago, in the Rion hospital. A weaver named Houdiard had been brought into the institution with a wound in his heart. He had, it appeared, attempted to take his life, by shooting himself with a revolver. Dr. Cerné examined the man, and at once came to the conclusion that the only possible way of saving his life was to cut open the heart and remove the bullet, which had entered the right ventricle. An incision was at once made in the heart, the bullet successfully removed, and the wound stitched up—the whole operation taking Dr. Cerné only 45 minutes. The man is to-day doing well. This is considered one of the most daring feats ever yet attempted by any surgeon.

HORSE-FLESH AS FOOD.

The consumption of horse-flesh is steadily on the increase. M. J. Berthelot, in a recent study of the question, gives the following very interesting particulars:—The use of horse-flesh as an article of diet dates back to 1866. In 1899 Paris consumed 24,930 horses, while in 1906 the consumption was 57,134. From 1874 to 1906 the number of *Boucheries Hippiques* or horse butchers increased from 74 to 440. The price of a kilogramme or 2 lbs. of horse-flesh in 1906 was: Filet, 2 fr. 50 c.; *steak*, 1 fr. 50 c.; sirloin, 1 fr. 75 c.; top-ribs, 1 fr. 50 c.; cheaper parts, 80 centimes or 16 sous. The poor law authorities purchased 92,000 kilogrammes of horse-flesh in 1906. The butchers of horses almost all find their way to *confectionners*, who utilise them to make "timbales françaises," tarts and vol-au-vent, and in these dainty forms they are served up at the best tables. The matted and charified fat is used in making "sauce mayonnaise" of an exquisite flavour. It is especially useful in preparing fried potatoes. The sex, breed and mode of feeding horses modify the quality of their flesh, but butchers pay little attention to age in making their purchases. The sale of horse flesh is regulated by the municipal authorities. In Paris the sanitary inspection is very strict, so that those who like horse, ass or mulesteaks have the consolation of knowing that every precaution is taken to see that they receive good meat.

A FLOREAL EXHIBITION.

Considerable interest is being taken in the scheme of M. Jean Ajalbert, the Conservator or Keeper of the Chateau de Malmaison, who contemplates holding a floral exhibition in the Spring at the former residence of the Empress Josephine. It will not, however, be an ordinary flower show, but an exhibition of the flowers of Malmaison, those that had their origin there and were so dear to Josephine. The first real floral museum dates from Malmaison. Josephine, it will be remembered, came from Martinique, and the island flowers. She had immense conservatories installed here, there, and everywhere in the immense Imperial property of Malmaison. The care she took of her floral treasures is evidenced by the fact that the conservatories had three temperatures, and the rarest specimens were cultivated to perfection. Whole boatloads of flowers brought their perfumed cargoes from the Island of Martinique to the ports of France. It frequently happened that the English captured these vessels on their way to the Empress, but the officers, after securing the beautiful flowering plants, gallantly restored their prizes to the sovereign, at the same time requesting her to accept their compliments. All the principal florists for miles around Paris possess types of flowers which retain the names of Josephine and Malmaison. It was to Malmaison—the Empress's favourite residence—that Josephine retired after her divorce from Napoleon, and where she ended her days. The charming exhibition which M. Ajalbert is organising next year will include many of the floral souvenirs of the Empress, lent by French and other gardeners and florists. All the conservatories and lawns of Malmaison will be placed at the disposal of the exhibitors. It is confidently expected that the beautiful exhibition at Malmaison will be the event of the season in horticultural circles. If it is not, it should be.

CHANGING LONDON.

Few, if any, cities of the Old World have changed more within the past few years than London. The man who knew the Strand, for instance, a decade since would scarcely recognise it were he to return to-day. Booksellers' row has gone, and the narrow ending to the east has been swallowed up in a splendid avenue. Clare Market, with its desperate slums, has disappeared. The old familiar corner by Waterloo Bridge is totally transformed. A little further up where once many old buildings stood, there after the fine entrance archway to the Savoy Hotel, one of the most successful bits of hotel architecture in the world. Most of the Strand has been greatly widened, and a large number of the houses rebuilt. What is going on in the Strand is proceeding equally in all parts of the metropolis. Within the past week four great changes have been announced. Fleet-street is to be widened immediately. This work of widening was proposed and approved of fifty years ago, but the authorities then decided to make the changes gradually as the leases of the houses expired, in order to minimise expense. Property has so risen in value in the meantime that the work to-day will cost four times as much as it would have done then. Southwark-Bridge, the old-fashioned high-arched, little used viaduct to the east of St. Paul's is to be modernised and a new bridge is to be thrown across the river from St. Paul's Cathedral. The most significant change of all, however, is the completion of the electrification of the South London line from Victoria, electricity taking the place of steam. For some years experts have declared that electrification of inter-urban railways must come. Paris led the way with the southern line entering the Orleans Stations. Newcastle has a notable and successful electric system for all local services. Within twelve years, in all probability, the entire railway service within a ten-mile radius of Charing Cross will be electrified, except possibly, for goods traffic. The gain will be enormous. Fewer local trains will run, in the increase of quiet and the freedom from smoke and dirt. The District Railway is already showing us something of what electrification means, and its old smoke-soaked tunnels and stations are to-day being transformed into light, clean, and bright traffic ways.—*Overseas Daily Mail.*

THE ATTEMPT ON THE LIFE OF THE KOREAN PREMIER.

The following account is taken from the *Seoul Press* of the 23rd ult.:—Yesterday morning an attempt was made by a Korean youth on the life of Mr. Yi Wan-yong, the Premier. Mr. Yi attended the service for the late King Leopold II. of Belgium at the Roman Catholic Cathedral here, and on getting into his carriage after the service was over was starting for home when suddenly a Korean youth made his appearance and stabbed him with a dagger in the back from behind. Mr. Yi jumped out of his carriage and dashed toward the brick wall of the cathedral. The would-be assassin chased and caught him as the Premier fell into the small ditch running alongside the wall. A struggle ensued and the wretch was about to give a final blow with the dagger when one of the Japanese police guards of the Premier came to his rescue, and took firm hold of his assailant. Mr. Yi then rose and left for home by ricksha. He was wounded in the shoulders and abdomen, but it is stated that none of his wounds are serious enough to warrant apprehension for his life. The would-be assassin was arrested on the spot by Policeman Miyatake, but not until he had received a severe thrashing from the latter. The puller of the Premier's ricksha, who gallantly sprang at the assassin in rescue of his master, was mortally struck in the lungs. The poor fellow died soon afterwards.

The villain gave his name and age as Yi Chaimyong, twenty-one years old. He confessed that he had once been in America and that he was a Christian convert. Besides the dagger which he used a pistol was found on his person. It is said that when arrested he spoke loudly in English, evidently addressing the foreigners in the crowd, to the effect that he felt great indignation at the present situation of his fatherland and that he had dared the attempt from intense love of his country.

Later.

According to the statement of Surgeon-General Kikuchi, President of the Tai Hau Hospital, who examined the wounds of Mr. Yi Wan-yong yesterday, the Premier received a wound in his shoulder and two others in the loins. All the wounds are deep and there was a considerable loss of blood from them. His Excellency is in a serious condition. Medical measures have been taken to repair this loss, and the life of the distinguished patient, it is said, will depend largely upon the success of these measures.

THE ASSASSIN.

Yi Chaimyong, the assassin, is reported to have studied at a school in San Francisco, having crossed to the United States six years ago. He came back to Korea in September last year, and, according to his own deposition, went to Vladivostok some time ago, returning to Eiyong-yang about two months ago. He came to Seoul recently. He is reported to have declared that he is a friend of An Chungkum, the murderer of the late Prince Ito, but that in his present crime he has no accomplices. He is a young man of medium height, with a long face and broad forehead. At the time when he made the attempt on the life of the Premier, he was dressed in Korean clothes and wore foreign shoes. The Japanese policeman Miyatake, who arrested him, states that on being examined the man showed the utmost coolness and spoke in a defiant tone with a smile on his lips. Despite the horrors of the crime he committed, he was not in the least excited and his pulse was found to be beating normally. The weapon which Yi used is a two-edged dagger about 7 inches long with a wooden handle. It is thought that it was made from an old Cosack lance.

His wife, O Inayong, is said to be a student of the Yungjin Girls' School here, and is a pretty young girl. Soon after her husband committed the dastardly crime, she was taken to the Police Station in order to be examined.

LUXURY IN SERVANTS.

MODERN SPECIALISTS "BELOW STAIRS."

Nothing is more indicative of the luxury-rumour of this ultra-luxurious age than the present tendency towards the multiplication of servants of all kinds and classes.

One master, one valet, used to be the rule. There are men in Society to-day who have a first, second, third, fourth, and fifth valet. In great mansions, where one master of the boots used to suffice, there are now frequently three or four, each of them specialising in one particular kind of footwear. A mistress of the boots, too, has made her appearance in certain smart houses, and her office is no sinecure either, when she is employed, as is usually the case, by a hostess who entertains largely and lavishly. Such a one will frequently have a round dozen or more of her women friends staying with her at the same time, and each of them will bring with her two or three boot trunks, containing from forty to sixty pairs of boots and shoes. Of course, not all these are usually worn, unless the guest's stay is prolonged beyond the regulation "dine-and-sleep," or "week-end," visit; but to properly renovate even the comparatively small percentage that are likely to be ordinarily used, is no light task.

ONE DOG, ONE MAID.

It seems only the other day, so to speak, since the kennel-maid first made her appearance, and when to retain the exclusive services of one such, for perhaps, half a score of toy dogs was thought the high-water mark of extravagance in that particular direction. Now a head kennel maid, with at least one, and very likely two or three assistants under her, is considered the correct thing. Indeed, the tendency seems to be in the direction of one dog, one maid, as witness, for instance, the almost infinitesimally tiny toy terrier which the Princess of Thurn and Taxis takes with her everywhere.

Not even the dinner-table is exempt from its dear, delightful presence. Hall or mansion or palace, it is all the same, all the dog and mistress. It is even to be seen—albeit in her lap—inside that gastronomic holy of holies, the principal *cave a manger* of the Carlton Hotel. So small is it that it can be, and has been, stood on all four feet upon a single sheet of ordinary newspaper, balanced on a solitary *piche Melba*. Yet for it are retained, year in and year out, the exclusive services of a highly-skilled and highly-salaried maid, whose knowledge of toy dog lore is said to be, and probably is, altogether unrivalled and unique.

MODERN HUNTING FASHION.

Take the hunting-field, again. How the old-fashioned riders to hounds of forty or fifty years back would have stared at the modern fashions of second hand horses, motor-cars to the hunt, and dash-like ultra-luxurious "fade and fancy" as they would most certainly style them if they were alive to-day.

Sturdy fellows they were, a bit coarse, but they didn't have a groom following them all over the country with spare mounts. If a horse couldn't stay out a day's hunting, they sold him or shot him. Those were the days when a M. F. H. could hunt his pack four days a week for £400 a year. It costs him £4,000 now, and it is doubtful whether he gets so much sport, or so good.

ROBINSON PIANO CO., LTD.

SPECIALISTS IN

HIGH CLASS PIANOS

BY THE

LEADING MAKERS.

JUST UNPACKED:

BRINSMEAD

WERNER

RACHALS

KRAUSS.

INSPECTION INVITED.

[31]

DINING UP-TO-DATE.

Probably, however, it is in connection with our eating and drinking that the difference between the service of yesterday and to-day is most marked. Contrast the modern *maître de bouche* and his scores of dozens of dainty and appetising confections with the old-fashioned cook, often a woman, whose soul seldom soared beyond plain roast and boiled, with perhaps an occasional—very occasional—supper or *noisette*, produced with a vast flourish of trumpets for some extra special occasion.

The difference is as marked, the gulf is as immense, between the two as it is between the up-to-date wine steward of to-day, with his intimate knowledge of brands, vintages, and prices, and the old-fashioned butler of our forefathers, who knew the taste of a good glass of port, sherry, or claret, and little else besides.

PALATIAL KITCHENS.

What, too, would those self-same forefathers of ours have thought of the present-day fashion of having, not one kitchen, but half-a-dozen, each with its separate staff?

How they would stare, could they but visit in the flesh some of the stately places that modern wealth has been able to rear in our midst, to find there a hot kitchen, and a cold kitchen, a soup kitchen, a fish kitchen, and a vegetable kitchen, to say nothing of separate sections for the roasting of coffee and made, fruit and flowers dealt with, salads mixed, pastry prepared, and so on!

The result of all this multiplication and subdivision of the labour incidental to gastronomy is, of course, to greatly increase the staff of domestics in this direction, and incidentally in all others.

Twenty or thirty years ago, from twenty to thirty servants were thought ample for even quite large-sized mansions. To-day, staffs numbering considerably over a hundred individuals are common.—*M. A. P.*

FINANCIAL CRISIS IN MANCHURIA.

An Yinkow telegram of 23rd December to the Tokyo *Mainichi* states that owing to the rise in the price of soja beans many Chinese merchants are becoming bankrupt and a financial panic prevails in Manchuria. Despite the imminence of the end of the year, business is very dull.

In this connection, a Tokyo message to the *Asahi* quotes a Changchun telegram to the effect that a Chinese agricultural company, with which the Changchun Taotai is connected, failed to deliver 200,000 koku of beans to Messrs. Samuel, Samuel and Co., and that the latter are claiming a large sum as compensation. This and other failures of a similar nature are greatly disturbing the financial position throughout Manchuria. This message goes on to assert that Messrs. Jardine, Matheson and Co., and Messrs. Otto Reimers and Co., influenced by the fact that the Mitsui Bussan Kaisha exported about 200,000 tons of beans during last year, decided to take up this business on a grand scale and entered into a number of contracts with Chinese. The London office of Messrs. Samuel, Samuel and Co., in especial, sent large numbers of orders for beans to its branch in Manchuria. Consequently, since the end of October many steamers have arrived at Tairen to take home cargoes of beans, but have been surprised to find only small stocks awaiting them. This is due to the fact that a number of the Chinese merchants concerned broke the contracts owing to a rise in prices caused by other Chinese buying beans largely in rivalry with them, the quotation jumping from Yen 2.70 or Yen 2.80 per 100 kin to Yen 3.5. As the attempt to make a corner in beans has continued the accumulation of steamers waiting for cargoes at Tairen has increased and the quotation has now risen to even Yen 3.50. It is regarded as certain, the Tokyo message adds, that the Mitsui Bussan Kaisha and the foreign firms will sustain severe losses. It is also feared that the development of Tairen's trade with Europe will be checked and that the export of Manchurian beans to Japan and South China may be interfered with. Furthermore, several bean-cake factories have been compelled to suspend business in consequence of the rise of prices. The affair, according to the message, is causing considerable anxiety, as it is thought that it may lead the big firms to become disgusted with the bean trade, while making the Manchurian producers than big harvest, so that the progress of Tairen and the regions along the South Manchurian Railway may be greatly checked. On the other hand, it is said that it is feared that a continuance of the European demand for Manchurian beans will prove a great blow to the fertilizer market in Japan.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents 453

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P.O. Box 55. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE

THE ANNUAL MEETING of the HONGKONG BENEVOLENT SOCIETY will be held in the City Hall, on TUESDAY, January 11th, at 5.15 p.m. Hongkong, 6th January, 1910. [138]

WANTED

COMPETENT STENOGRAPHER and TYPIST (male or female). Beginners need not apply.

Apply to—

Care of "Daily Press" Office, Hongkong, 7th January, 1910. [139]

E. R.

HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE (movable armament) will be carried out as under:—

On the 7th, 10th, 11th, 12th, 13th and 14th January, 1910:—

From Eagle's Nest in a Northerly direction, commencing at 9 a.m.

On the 8th, 10th, 11th, 12th, 13th and 14th January, 1910:—

From Lion Vista in a direction of from South-East to South-West, commencing at 10 a.m.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c. Hongkong, 5th January, 1910. [140]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, For Account of the CONCERNED, TO-MORROW (SATURDAY), the 8th JANUARY, 1910, at 11 a.m., at the Hongkong and Kowloon Wharf and Godown Co.'s Godowns, MARK FERRIES—about 9,000 BAGS FLOUR (All more or less damaged). Terms:—As Usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 7th January, 1910. [141]

E. R.

PUBLIC AUCTION.

THE Undersigned will let by Public Auction, On WEDNESDAY, the 12th JANUARY, 1910, at 3 p.m., on the spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of BOOTHS AND MATSHEDS, on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

Terms:—Cash.

For Plan and Conditions of Sale, apply to HUGHES & HOUGH, Government Auctioneers, Hongkong, 7th January, 1910. [142]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "DEVANHA," Capt. H. Powell, will leave for the above Port TO-DAY, the 7th inst., at 5 a.m.

For Freight or Passage, apply to E. A. HEWETT, Superintendent, Hongkong, 6th January, 1910. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "DEVANHA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex "Montana,"

From Calcutta, &c., ex "Saurashtra,"

From Persian Gulf, &c., ex "P. & O. S. N. Co.'s Steamship."

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 6th January, 1910. [1]

NOW ON SALE.

MAIL TABLES FOR 1910.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.

On Paper 25

On Sale at the Hongkong Daily Press Office.

NOTICES OF FIRMS

NOTICE

M. COLIN CUNNINGHAM SCOTT is admitted a Partner in our Firm from this date.

BUTTERFIELD & SWIRE, Hongkong, China and Japan. Hongkong, 1st January, 1910. [111]

NOTICE

THE Interest and Responsibility of Mr. AUGUST ZICKERMANN in our Firm CEASED on the 31st December. Messrs. GUSTAV ENGEL and HANS TIEFFENBACHER have been admitted partners from To-day.

Wm. MEYERINK & Co., 1st January, 1910. [114]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY. Assets Exceed £11,000,000.

AACHEN AND MUNICH FIRE INSURANCE COMPANY. Reserves £1,032,772.

THE Undersigned, AGENTS for the above Companies, are prepared to ACCEPT RISKS against FIRE at Current Rates. Wm. MEYERINK & Co., Hongkong, 1st January, 1910. [119]

NOTICE

THE Interest and Responsibility of the Undersigned in the Firm of MACLEWEN, FRICKEL & Co. CEASED on 31st day of October, 1909.

A. FINDLAY SMITH, Hongkong, 1st January, 1910.

In reference to the above, I have taken over the interest, goodwill, debts and liabilities of MACLEWEN, FRICKEL & Co., from 31st day of October, 1909.

GEO. LEO DUNCAN, Hongkong, 1st January, 1910. [116]

NOTICE

MR. ERNST OSCAR RUDOLPH VOLBRECHT is admitted a Partner in our Firm from this date.

MACLEWEN, FRICKEL & Co., Hongkong, 1st January, 1910. [117]

NOTICE

MR. ERNST VOLBRECHT, having Left our Employ, CEASES to Sign per Procuration from this date.

F. BLACKHEAD & Co., Hongkong, 1st January, 1910. [118]

NOTICE

THE Interest and Responsibility of Mr. PETER CHANATONG and Mr. JOSEPH CHANATONG in our Firm CEASED on 31st December, 1909.

FERNANDEZ & Co., Hongkong and Canton. Hongkong, 6th January, 1910. [134]

WANTED.

A BOOK-KEEPER for a Manila Firm, a Britisher preferred, Age must be under 30 years, must have had previous experience in a Merchant's Office, state qualifications, references and when free.

Reply to "BOOK-KEEPER," Care of "Daily Press" Office, Hongkong, 5th January, 1910. [129]

EXCURSION TO MACAO.

On EVERY SUNDAY, THE S.S. "ON LEE," WILL depart from PRAO ON WHARF, near Western New Market, at 9 a.m., returning from Macao at 5 p.m.

1st Cabin (Single Fare) ... \$1.20

Saloon80

2nd Class50

Children under 12 years Half Price.

Hongkong, 17th December, 1909. [1531]

"SOLIGNUM."

A perfect preservative stain for Wood, Stone and Brickwork. It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of Various Colours. Prospects and all further information from SIEMSEN & Co. (Machinery Dept.), Hongkong. Sole Agents Hongkong, 8th December, 1909. [1494]

FOR SALE.

A Quantity of NETTING for Tennis Courts, etc.

TABLE, BILLIARD SETS, SLATE BEDS, from \$40.00.

CHINA EXPRESS CO., 3, Duddell Street. [40]

FOR SALE.

THE Cutter Yacht "BRYNHILDE," as she lies off An Kine, with all Gear and Stores, Bidding and Mess Traps on Board. Length over all, 42 feet; Beam, 10 feet 3 inches; Draught, 5 feet.

Lead Keel weighing 7,030 lbs. Teak Built, Copper Fastened.

New Sails, Area about 1,700 square feet. Large English-built Dinghy, Three Anchors, Chain and Hemp Cables, Two Life Buoys, Compass, Lights, &c.

Complete and ready for sea.

LEIGH & ORANGE, 2, Des Vaux Road Central, Hongkong, 31st December, 1909. [106]

NEW YEAR GOODS, CARDS, CRACKERS, DOLLS, POSTAGE STAMPS, &c.

GRACA & CO., 27, Des Vaux Road. [110]

PUBLIC COMPANY

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Offices of Messrs. SHAW, TOMES & Co., Victoria, Hongkong, on SATURDAY, the 15th day of January, 1910, at 11 o'clock in the forenoon, for the purpose of considering and if thought fit confirming as a special resolution the resolution which was passed by the requisite majority at the Extraordinary General Meeting of the Company held on the 30th day of December, 1909.

That the Articles of Association of the Company be altered.

1. By inserting therein immediately after paragraph 4 of Clause VIII. a new paragraph as follows:—

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided that such agreement shall be ratified by Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the provisions of the Memorandum of Association.

2. By inserting immediately after paragraph 7 of Clause XVI. a new paragraph as follows:—

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debenture stock of the Company or of any other Company or in any one or more of such ways and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets or any part thereof and may determine that cash payments shall be made to any members upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies Act, 1900, and the General Managers may appoint any person to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Dated the 30th day of December, 1909.

By Order, SHEWAN, TOMES & Co., General Managers. [1582]

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in predigested form containing all the bracing, soothing and tonic effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in cases of DEBILITY after MALARIA, from OVERWORK or other causes; ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.

Also Just Received: PABST (American) BEER, in barrels of 120 bottles. In view of the Arrival of the American Fleet in a few days, please order early, as our stock is limited.

SIEMSEN & Co., Agents, Hongkong, 14th December, 1909. [1519]

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collectors.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Coals, A.I. ABC 5th Ed. Western Union.

AGENCIES: YOKOHAMA: M. ASADA, Esq., CHINKIANG: Messrs. TEALING & Co., MANILA: Messrs. MACDONALD & Co. For Particulars apply to H. OISHI, Manager, No. 2, Pedder Street, Hongkong, Hongkong, 9th January, 1909. [665]

TO LET

GODOWN, No. 4, Friars, Kennedy Town.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO. LD. Hongkong, 1st January, 1910. [90]

TO BE LET.

WITH Possession from March, 1910. (Unfurnished) or if desired (the furniture could be taken over at a valuation.)

LAN MOR, Peak Road. Six Rooms semi-detached house, commanding a good view of the harbour. Tennis Court and Vegetable Garden.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [99-109]

TO LET.

NOS. 52 and 69, CAINE ROAD. Apply to—HO U MING, 81, Queen's Road Central, Hongkong, 8th December, 1909. [96]

TO LET.

A HOUSE in Wong Nei Chong Road. OFFICES to Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road. No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in 16A, EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road, next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO. LD. Hongkong, 1st January, 1910. [87]

TO LET.

No. 3, MORRISON HILL. Immediate entry. Apply to—MESSRS. JARDINE, MATHESON & Co., Ltd. Hongkong, 10th December, 1909. [93]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Lang Lap Ting's Godowns East Point). Immediate Possession. Rent exceptionally moderate.

Apply to—KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [93]

TO LET.

In No. 6, DES VEAUX ROAD CENTRAL, ONE GODOWN. In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers No. 31 Wyndham Street. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 19th December, 1909. [93]

TO LET.

KING'S BUILDINGS. OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO. LD. Hongkong, 1st January, 1910. [89]

TO LET—FURNISHED.

"TANTALLON," 126A, BARKER ROAD. Rent \$225 per Month. Seen by appointment only.

Apply to—GODDARD & DOUGLAS, Hongkong, 9th December, 1909. [100]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 on PRATA EAST. Approximate AREA 41,000 SQUARE FT. 99 YEARS' LEASE. For Particulars, apply to—GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. [84]

TO LET.

No. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Rooms House, with Outhouse, Commanding a Fine View of the Harbour.

Apply to—F. X. DALMADA & CASTRO, 33, Queen's Road Central, Hongkong, 7th July, 1909. [94]

TO LET.

No. 2, BEACONSFIELD ARCADE, facing the Parade Ground. PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHAMEN, CANTON, now in occupation of the Canton Kowloon Railway. CHELTONDALE (furnished), No. 100, Peak, 1st April to 1st October, 1910.

The EYKLE, No. 12, Peak, Six Rooms, Tennis Court and very Large Garden. BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

No. 25, SHELLEY STREET (new House). GODOWNS in Duddell Street.

HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—TOR CRIST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—Linstead & Davis, 3rd Floor, Alexandra Buildings, Hongkong, 7th January, 1910. [91]

TO LET

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO. LD. Hongkong, 1st January, 1910. [88]

TO LET or FOR SALE.

DERRINGTON, PEAK ROAD, No. 8. SHORNCLIFFE, Garden Road, 7. For Particulars, apply to—C. SCHROTER, King's Buildings, 11th, Care of Garrod, Byrner & Co. Hongkong, 1st December, 1909. [85]

TO LET.

AT THE PEAK. UNFURNISHED—A Six-Roomed House for a term from 1st April.

FURNISHED—One Six-Roomed House and One Five-Roomed House for 6 or 8 months from 1st May.

DENNIS & BOWLEY, Hongkong, 6th January, 1910. [135]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuliang, the beautiful Summer Resort and Sanatorium, near Fochow, to be let, fully furnished; for the whole season. Apply to Office of this paper for references. Fochow, 22nd May, 1909. [92]

TO LET.

GODOWNS in MASON'S LANE, between Wyndham and Zetland Streets, lately vacated by Messrs. Barretto & Co., suitable for Cinematograph show or storage.

Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 5th January, 1910. [130]

BANKS

INTERNATIONAL BANKING CORPORATION

CAPITAL PAID UP ... Gold \$3,250,000. RESERVE FUND ... Gold \$3,250,000. HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS, BANK OF ENGLAND, NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS all over the World. The Corporation transacts every description of Banking and Exchange business, receives money, Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 per cent. per annum. For 12 months, 4 per cent. per annum.

No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON, Manager. Hongkong, 8th April, 1908. [1335]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. B. M. SMITH, Chief Manager. Hongkong, 12th January, 1907. [19]

NEDERLANDSCH-INDISCH HANDELSBANK.

ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital Fl. 12,375,100 (£1,031,500). Reserve Fund Fl. 2,754,358.09 (£229,528).

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 per cent. per annum. 6 do. 3 1/2 do. 3 do. 3 do.

C. WOLDREINGH, Manager, No. 15, Des Vaux Road Central, Hongkong, 4th August, 1909. [23]

THE BANK OF TAIPEI, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER). Capital Subscribed (paid up) ... Yen 5,000,000. Reserve Fund ... Yen 1,500,000.

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Anping, Fochow, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Yokohama.

HONGKONG OFFICE: 3, Des Vaux Road. Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOWHON, Manager, Hongkong, 10th September, 1909. [1362]

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



UNVARIED FOR
THE SAME TODAY AS
IN 1745.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

A. TACK & CO.

26, DES VUEX ROAD, CENTRAL.

KODAKS & FILMS

DEVELOPING & PRINTING
UNDERTAKEN.

Hongkong, 15th December, 1909.

A. LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907.



Superior to Emulsions or Cod
Liver Oil.
Each tiny Morrhuol capsule re-
presents the medicinal value of a
teaspoonful of oil.
Recommended at the Paris Acad-
emy of Medicine, for loss of
appetite and flesh, to patients with
consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	964 "
Width of Entrance on Bottom...	884 "
Water on Blocks at Spring Tide...	344 "
DOCK No. 1.	
Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide...	61 "
DOCK No. 2.	
Extreme Length...	371 feet.
Length on Blocks...	350 "
Width of Entrance on Top...	66 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide...	22 "

Suitable for vessels up to 1,000.
THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS, and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIALS is
always kept on hand.
The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice.

THE TRADE OF THE STRAITS
SETTLEMENTS IN 1909.

We take the following from a retrospect of
the year that is gone which we find in the
Straits Times:

The year 1909 closed under conditions of in-
tense depression, and 1906 began without much
confidence that the dark days were near an end.
We are not prepared to say that the past twelve
months have been full of confidence and enter-
prise in the Straits Settlements, or elsewhere,
but at least the affirmation may be made that
gloomy forebodings have not been realized.
The figures we shall quote tell the story of local
trade indifferently, because Singapore does not
shine in its handling of commercial statistics,
but they do suffice to indicate that the ten-
dencies which were persistently downwards in
1908 have been upwards in 1909, and that
is a matter of relief and satisfaction, though
most local merchants will say that the close
margin between buying and selling prices
is still a source of worry, and compel business
to be done at more fractional profits. The blunt
truth is that for a good deal of this the
European merchants have themselves to blame.
They have still to discover that it is possible to
reconcile individual rivalry with co-operation
for common ends. We have reason to believe,
however, that most of the great firms will report
to principals at home in more gratifying terms
than was possible twelve months ago, and that
they look forward to an increase of business in
the year that is to come.

Ours is a commercial community, made up
of buyers, sellers, shippers, and little else, and
it feels every variation of world trade acutely.
When depression prevailed we insisted that it
was not due to mere local circumstances, but
to a fall in values noticeable all over the
world, which affected the products of factories
and workshops to a greater extent than the raw
business. The improvements we have to record
are due to similar causes, and we cannot take
the flattering notion to our souls that the
stress of circumstances has evolved higher
forms of enterprise. We are as we were, but
the world needs more, and is willing to pay
higher for what we have to sell.

Doubling the third quarter of the year to get
a figure for the fourth quarter—and we believe
it will be better—the trade returns of the Straits
Settlements work out thus, merchandise only
being included—

Imports.	Exports.	Total.
1909 ... 218,760,640	4,382,547	30,660,123
1908 ... 207,395,618	1,074,690	37,512,694
+ 1,164,992		+ 3,247,529
1909 ... 183,254,179	4,015,908	36,193,888
1908 ... 173,778,704	1,714,857	26,266,158
+ 9,475,475		+ 2,301,730
Increase of Imports		\$7,552,018
Increase of Exports		\$12,246,536
Total trade increase		\$19,798,554

These figures give the total trade of the
colony as \$577,747,304, and when we remark
that there was a decrease of 64 millions of
dollars in the first quarter, they must surely be
gratifying.

The most noteworthy feature is the very
large increase at the port of Malacca, and this
may be put down in a great measure to the
developments of the rubber industry.

THE RUBBER BOOM.

But the real interest of the year lies outside
the limits of what can be described in strict
terms as commerce. In time to come 1909 will
be remembered as the Rubber Boom period, and
it will fully deserve that designation. A glut of
rubber, just at the time when a wave of depression
had begun to form, caused prices to touch a lower
level (2/10 per lb. in February, 1909) than they
had done for many years. In consequence of
this, there was a good deal of neglect of rubber
shares, except among a few far-sighted people
who saw that, even at the low prices for rubber,
these shares would be a sound investment, and
they had begun to recover before the end of
1908 and their upward progress was steady
until about April, when the advance was by leaps
and bounds until such rates as 9/ and, in a
few cases, even 10/- per lb. were quoted for fine
specimens. The fact was that when rubber fell
to 2/10 the margin of profit on Brazilian supplies
was practically nil. For the collection of that
supply expeditions have to be financed a good
six months in advance, and in 1908, when there
appeared to be no positive prospect of profits,
the usual advances were not forthcoming, and
the effect of this became manifest the moment
American users had exhausted their old stocks
and came into the market again. At the Rubber
Exhibition held in London during the
autumn of 1908 the equality of best plantation
with best Para was clearly established, and
when the demand arose, and no adequate
supply from Brazil was available to meet it,
every ounce of Malayan rubber that could be
harvested found a ready sale at famine prices.

Beyond question the boom in the share market
owed a great deal to these peculiar circumstances.
We have no doubt that with rubber at steady
5/- per lb. there would have been an easy flow
of new capital into a business which promises well,
but there would have been fewer sensational
dividends and less gambling in the shares.

BOOM A MISFORTUNE.

Looking backward, and forward also, we
come to the conclusion that the rise in prices
due to the temporary failure of the Brazilian
supply has been a misfortune to Malaya. We
doubt a great many people have made handsome
profits by judicious dealings in shares, and
some eminent boards of directors have added to
their own and their friends' banking accounts
at the expense of their reputations for strict
equity. Chinese pioneers, and Europeans to
whom they sold options, have done well also,
and if the wealth of people in Malaya on
December 31, 1908, and now could be accurately
compared, we should expect to find an
increase of a million to a million and a half
as the result of the year's transactions.

Whether the result has been good for the
country is quite another matter. What we
fear is that most of the new companies are
over-capitalized, and that when the increased
output of rubber brings down prices, many of
these companies which have negotiated to pro-
vide a sufficient margin of working capital will
find themselves in difficulties, with no one very
eager to give them a helping hand. It may be
a matter of interest to put on record the rise in
value of shares in a dozen fairly representative

SINGON & CO.

IRON STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers Pig Iron and
Fornsey Iron Importers. General Store-
keepers and Shipchangers. Nos. 35 & 37, HING
LOONG STREET, (2nd Street, west of Central
Market) Telephone No. 515.

THE HONGKONG DAILY PRESS, FRIDAY, JANUARY 27th, 1910.

companies during the year. We give the prices
in January, September and December—

HOW SHARES HAVE RISE.	Jan.	Sept.	Dec.
Balgownie (\$100)	\$22.50	57.50	77.00
Bata Caves (\$1)	\$3.10	\$5.10	\$6.50
Cloely (\$1)	6.10	9.12	12.16
Con. Malay (\$1)	3.00	6.06	6.15
H & Lowlands (\$1)	2.16	3.86	3.86
Linggi (\$1)	0.17	1.36	1.66
Malacca (\$1)	0.17	7.50	9.00
Sandieroff (\$100)	\$300.00	\$700.00	\$925.00
Solanger (\$1)	\$20.17	\$1.14	\$1.17
Sungei Kapar (\$1)	2.76	3.26	3.10
Sungei Way (\$1)	2.00	2.18	2.18
Vallambrosa (\$1)	0.15	1.26	1.49

We have taken the Cley and Sandieroff
shares, which are now split into 2/- stock, at
ten and fifty times their quoted price for the
purpose of comparison. The face value of the
two shares we have quoted is \$20.28 and at
current market rates their value shows an
increase of about 250 upon the prices current in
January.

TIN SHARES AND CAPITAL.

While on the subject of shares, we may mention
that tin shares have been fairly quiet during the
year. Tin shares quoted in the ordinary published
lists have varied a good deal. The tin shares total
\$23, the decrease is \$36. The conspicuous de-
crease is \$20 in Pahang Consolidated, and the
conspicuous increase \$7.50 in Tekis. Apart
from these, increase and decrease practically
balance. Prices for tin, as we have seen above,
have improved, but there have been one or two
revelations in the tin mining world which have
not conduced to the popularity of shares.

But we must draw this part of our survey
to a conclusion. It has been remarked lately
that there is very little capital available for
the encouragement of new enterprises, at all
events in Singapore. An explanation of that
which few rubber shares were held here twelve
months ago, and that spare capital has been
bought them in the course of the year at the
indicated prices, we do not know that there is
much cause for congratulation. If, on the
other hand, the profits made by selling the stock
of old companies, as well as the original capital,
has been put into new concerns, the cause for
congratulation may be still harder to discover,
and if it means that those who got in early have
missed opportunities of "getting level" we can
express a hope that they will not have
occasion to regret the neglect of sound advice.

THE OLDEST VESSEL IN COMMIS-
SION.

The distinction of being the oldest vessel in
commission in the world undoubtedly falls to
the little Danish sloop *Constance*. Although
she does not look old or old fashioned by any
means, yet she was built in the year 1723. To
day she is still busy as a tramp between Danish
ports, seldom failing to get her cargo of flour or
rice, and carry it safely over the same seas
and sounds with which she has been familiar for
185 years. This is a particular age is correct
was stated by the Danish Bureau of Shipping
only a short time ago. Until recently she
figured in the official lists without any age at
all, but by looking over the archives very
carefully, the Bureau could follow her way
through the lists under various names down to
the very year in which she was built. Of course,
every stick in the hull has not been kept intact,
as for instance, in 1863, she was given a thorough
overhaul, during which her stern was altered
and lengthened by about 5 feet, but still the
greater part of her hull remains from that old
time. Her present owner claims that from
day to day she is in better sailing condition than
when he bought her in 1889, as he has
renewed. Anyone, however, who deals
with old-time products in shipbuilding well
knows the excellent kind of oak and other
materials commonly used; how gloriously
it bears its age, and how hard it is, even
for the teeth of time to destroy it. Even
at the great age of 182 this vigorous old ship,
in the Great Belt between the islands of
Lolland and Fionia, rescued and carried safely
into harbour a sister of hers in distress. She
then got the cargo of the other, as she was
in ballast, herself, and started off for the port
of Malmo, in Sweden. But here she happened
to meet the first serious accident of her long
life. She was overtaken by a heavy hurricane,
Christmas Day, 1902, she grounded and filled
with water near the place of her recent work
voyage, but, as a matter of fact, the rough
treatment seemed to do her no harm, and she is
now in service as before. These facts were told
the writer by her present owner and captain,
Mr. J. Jensen, of Lohals, Denmark, to whom
she has belonged since 1889. He gave her her
present name, and has been nursing and caring
for her like a father, his only sorrow being
that the old vessel may soon disappear
from the lists of the living, as he is an
old man and has made up his mind
to retire from shipping. As a means to pre-
vent this, however, an attempt is now being
made to arouse public interest through Danish
newspapers for her preservation as long as
possible. Not very much is known of her earlier
history. Until the year 1822, probably under
the name *De Fire Brødre* (The Four Brothers),
she belonged to the same family for eighty
years, as son after father, and playing
between Denmark and Christiania, Norway.
From 1822 to 1889 she was owned by Captain
C. Boje, of Marstal, Denmark, carrying the
name *Calmar*, until her present owner obtained
her, as previously mentioned. The govern-
ment's official list of Danish ships describes her
as follows:

Name	Constance
Letters	N.B.L.T.
Building place	Aero, Denmark
Building year	1723
Material	Oak
Depth in hold	6.8 feet
Tonnage, gross	35
Tonnage, net	35
Port of registry	Lohals, Den.

The length and breadth is given as 52 feet 6
inches, and 14 feet 8 inches, respectively, but it
is not definitely known in what manner these
measures were taken. She does not look very
great or imposing, but she has proved that her
diminutive size is not to be scorned, as in the
long course she has beaten many larger craft.
If, for instance, we assume that during
150 years the little *Constance* made
fifty voyages a year, carrying about 30
tons of deadweight each voyage, she
will, in all, have conveyed more than
2,000,000 tons of merchandise, and even
this record, as a matter of curiosity, it might
be mentioned that under the Danish flag there
are plying thirty-two sailing vessels built be-
fore 1825, and of these, seven were built before
1800. One of them, the *solbr'ner Vigant*, was
built in Baltimore in the year 1790, and
has ever since been in service between the
Danish Antilles. During the war between
Denmark and Britain, 1807-1814, she fought
victoriously as a privateer against the English-
man—*ALEX. HOLM*, in *International Marine*
Engineering.

PEERAGE FOR MR. GLADSTONE.

Mr. Herbert Gladstone will not leave for
South Africa before April. This remarka-
ble lobby correspondent will give him plenty of
time to make himself acquainted with his posi-
tion as Governor-General before the arrival of
the Prince of Wales in September. I under-
stand that before embarking he will receive a
peerage. This, of course, is contrary to the
traditions of the family as established by
its great founder. Twice Queen Victoria
pressed an arduous upon the acceptance of Mr.
Gladstone, and twice he begged to be excused
acceptance of the honour.

A parallel case is found in the life of Mr.
Gladstone's patron, mentor, and friend, Sir
Robert Peel. He died as he lived, without any
other title. It was not his eldest son who
accepted a viscountcy, and this came as the
ordinary sequence of retirement from the
Speaker's chair.

In the high position to which Mr. Glad-
stone's third son has been called a peerage
is regarded as indispensable, and will not
be refused by the new Governor-General.
It has the, by him, prized accessory of
placing on a permanent footing his connection
with parliamentary affairs. If he finds the
House of Lords still to the fore when his term
of Governorship lapses, he will be able to resume
his parliamentary connections without the
disturbing incidents occasionally attendant upon
the poll.

In taking up her residence in South Africa
Mrs. Gladstone will have the pleasure of the
company of her sister, married last week
at St. Peter's, Eaton Square. Her brother-in-
law, Mr. Balfour, a distant kinsman of the
leader of the Opposition, is a practising
barrister resident at Johannesburg.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—

On the 6th at 12.11 p.m.—The depression
has moved into the Pacific to the E. of Japan.
The barometer has risen in W. Japan, and
fallen elsewhere, particularly over N. China.
Probably another depression is approaching
the latter area from the Westward, and the
pressure is highest between the E. coast of
China and W. Japan.
Moderate monsoon may be expected over the
China Sea.

Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

Hongkong & Neighbourhood	E. winds, moder- ately fast.
Formosa Channel	N.E. winds, moderate.
South coast of China between Hongkong and Lamook.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

THE ONE THING NEEDED.

Without fire, no heat! Without digested
food, no strength! That's Nature's law, and it
serves everybody alike. Digested food makes
us strong, vigorous and healthy. Undigested
food makes us weak and ill. It helps to make
us strong and well is the power to digest food,
and that is just what Mother Seigel's Syrup
gives. It helps the stomach, liver and kidneys
to do their work properly. That is all, but it is
neat and health, pain and pleasure, weakness
and strength.

Here are two instances from one family. Mrs.
Rodway of Hillesley, Wotton-under-Edge, says,
July 26th, 1909:—We have known the value of
Mother Seigel's Syrup for over 20 years, and
we have never known it fail to cure troubles of the
stomach. When I had indigestion, I used to
have frightful pains in the chest and between
the shoulders. I had painful wind in the
stomach and water-brash. Sometimes, when I
ate a bit of tart, for instance, I felt as if I
should go mad. When I was bilious, and threw
up my food, the pain would go; but of course, as
I got no nourishment, I grew thin. Even a
piece of bread and butter, I felt heavy and
in pain, until I dined on Mother Seigel's Syrup.
However, I soon found a lasting cure.
I turned—as I really should have done long before
—to Mother Seigel's Syrup, our unfailing cure
for stomach troubles, and a few bottles soon
restored me to health. Now I don't have those
feelings of suffocation. I have a good appetite
and enjoy my food. I am not bilious now and
my spirits are good. Like my husband, I owe
my cure to Mother Seigel's Syrup, for we have
had no other medicine.

And Mr. Wm. Rodway, her husband, says:—
"I have great pleasure in testifying to the bene-
fit derived from Mother Seigel's Syrup. I had
for some time been suffering from a feeling of
depression, loss of appetite, etc. I grew very
thin and lost weight." These were not Mr.
Rodway's only troubles, for he had giddiness,
constipation, and headaches of a most painful
character, at the back and top of the head.
To state it briefly, Mr. Rodway had severe
indigestion. His stomach, liver and bowels
were in a very disordered state.
Now, what did Mr. Rodway do to regain his
health and strength?
"Knowing the value of Mother Seigel's
Syrup," he says, "I tried it. Since then, I
feel a different person. My appetite has
returned and I can now enjoy my meals. The
feeling of depression has quite passed away and
I can do my daily work with pleasure. I have
also gained weight and feel decidedly more
robust."

Mother Seigel's Syrup acts gently but
directly upon the stomach, liver and bowels,
restoring them to healthful working order.
Thus it restores sound digestion, and sound
digestion is the true foundation of health and
strength.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907.

SIEN TING

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 21st September, 1905.

DAVID CORSAIR & SONS

MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KAREBERG & CO
Sole Agents.

FOR PREVENTION
It is an admitted fact that prevention is better than cure, and in no case is it more
than in regard to bodily health. What may at first be but a slight ailment, may, if
allowed to go unchecked, develop into a real danger—only to be removed at the expense of
much sacrifice and suffering. It is well, therefore, to understand that, taken in time,
BEECHAM'S PILLS will quickly go to the root of the trouble and prevent serious illness.

FOR CURE
If you find yourself suffering from a disordered condition of the Liver, Stomach, Kidneys,
or Bowels, Beecham's Pills may be relied upon with the greatest confidence, not only to
give immediate relief, but to effect a permanent cure. This medicine acts successfully in
cases where more pretentious means often utterly fail. It strengthens all the vital organs,
particularly those of nutrition, secretion, and excretion, and many even who regard them-
selves as contrived invalids might regain their health and happiness if they would only

TAKE
BEECHAM'S PILLS.
Sold everywhere in boxes, price 9d., 1/3 & 2/6.

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

Tons. Reg.

"PRINZESS ALICE" - 10,911 - ON MARCH 23RD.
Capt. F. GROSCH.

"KLEIST" - 9,000 - ON APRIL 6TH.
Capt. O. PAHNKE.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.
Capt. F. v. BINZER.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early Booking Recommended,
For Particulars, apply to

MELCHERS & Co.,
GENERAL AGENTS.

INSURANCES

NOTICE.
HAVING been appointed AGENTS in
Hongkong for the WESTERN ASSURANCE
COMPANY, we are prepared to accept approved
European and Chinese Risks at Current Rates
JOHN D. HUMPHREYS & SONS,
Hongkong, 18th August, 1909.

**NORTH BRITISH AND MERICAN
TILE INSURANCE COMPANY.**
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908
£19,121,310.

I. Authorised Capital ... £6,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500
II. Fire Funds ... 3,204,753 7 10

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Hongkong, 14th August, 1909.

NEW CARTRIDGES.
BY popular English Manufacturers. In
all Boxes and Sizes.

**SMOKELESS POWDERS and CHILLED
SHOTS.** From No. 10 to 88SG. at 4s, 5s and
7s/6 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906.

**AUTOMATIC BROWNING
POCKET PISTOLS.**
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907.

SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

NOTICES TO CONSIGNEES
FROM EUROPE.

THE H.A.L. Steamship
"BRASILIA,"
Captain Filler, having arrived. Con-
signees of Cargo are hereby informed that their
goods are being landed and placed at their risk
in the hazardous and/or extra-hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence
delivery may be obtained against Bills-of-
Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless
notice to the contrary be given before TO-DAY.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst. will be subject
to rent.

All broken, chipped, and damaged Goods must
be left in the Godowns, where they will be
examined on the 8th inst., at 3 p.m.
No Fire Insurance will be effected by us in
any case whatever.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 4th January, 1910.

S.S. "NERA"
COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE.
CONSIGNEES of Cargo from London ex
s.s. "Dordogne" from Havre ex s.s.
"Dordogne", from Bordeaux ex s.s. "D'Arcy
Lallier", and "Vile de Cotte" in con-
nection with above Steamers are hereby informed that
their Goods with the exception of Treas-
ure and Valuables are being landed and stored
at their risks into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., at
Kowloon, whence delivery may be obtained im-
mediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
TUESDAY, the 11th inst., at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 11th inst., or they will not be recognized.
All damaged packages will be examined on
TUESDAY, the 11th inst., at 3 p.m.
No Fire Insurance has been effected.
P. THOMAS,
Agent.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

NOTICE.
CONSIGNEES of Cargo from London ex
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TUESDAY, the 11th inst., at 3 p.m.
No Fire Insurance has been effected.
P. THOMAS,
Agent.

SHIPPING.

ARRIVALS.
CHANGSHA, British str., 1,225, E. Finlayson, 5th Jan.—Mantle 3rd Jan., General—China Navigation S.S. Co., Ltd.
CHIVUN, Chinese str., 6th Jan.—Canton.
DEVANHA, British str., 5,091, E. Bow, 6th Jan.—Bombay 2nd Dec., Mails and General—P. & O. S. N. Co.
HARDON HALL, British str., 2,677, J. Abram, 6th Jan.—New York, Korosene Oil—Standard Oil & Co.
INABA MARU, Japanese str., 3,837, R. Takeda, 6th Jan.—London 27th Nov., General—Nippon Yusen Kaisha.
KIUKIANG, British str., 1,223, Robertson, 5th Jan.—Hongkong 4th Jan., Coal—Butterfield & Swire.
SEKAKU MARU, Japanese 2,014, K. Nagata, 6th Jan.—Moji 30th Dec., Coal—Shewan, Tomes & Co.
SINGAN, British str., 1,047, F. Jamieson, 5th Jan.—Haiphong and Hoihow 4th Jan., General—Butterfield & Swire.
TATAI MARU, Jap. str., 6th Jan.—Canton.
THIKINI, Dutch str., 4,560, H. Koops, 6th Jan.—Amoy 2nd Jan., Coal—Java-China-Japan Lijn.
THINAPU, Chinese str., 1,460, J. J. Janssen, 5th Jan.—Saigon 31st Dec., Rice—Wallace & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

6th January.
Arratoon Apcar, British str., for Shanghai.
Assan Maru, Jap. str., for Takao.
Chiyu Maru, Japanese str., for Nagasaki.
Cloying, British str., for Swatow.
Devanah, British str., for Shanghai.
Kiukiang, British str., for Canton.
Spir, Norwegian str., for Canton.

DEPARTURES.

6th January.
BUJUN MARU, Jap. str., for Swatow.
CANTON, Swedish str., for Singapore.
CHINHA, British str., for Canton.
DAIYU MARU, Jap. str., for Yokohama.
FUKU MARU, Jap. str., for Yokohama.
ICHANG, British str., for Canton.
LANAOCHOW, British str., for Canton.
LIHAN, British str., for Shanghai.
PHEUMPHU, British str., for Saigon.
PONGTONG, German str., for Hoihow.
PROMETHEUS, Norwegian str., for Bangkok.
SUNGKIAN, British str., for Cebu.
THORIS, Norwegian str., for Swatow.

SHIPPING REPORTS.

The British str. *Singan* reports: Moderate to light N.E. wind, light Easterly swell, fine and heavy.

VESSELS IN DOCK.

January 6th.
Kowloon Dock—H.M.F.S. *Rainha* (Anchra, Hillyer, Rio Lina, Robert Leclercq, Heungnam, Hsin Kong, Hoi Tung, Chingfufu, Cosmopolitan Dock—Hast Dollar.
Tai Koo Dock—Wuhu, Kueiyang, Kwachow, Wenchow, Shengking, Kwangse.

VESSELS PASSED ANKER.

Dec. 14, German str. *Itchoe*, Madras, from Hamburg for Batavia.
 Dec. 16, British str. *Sofala*, Shepherd, Dec. 2, from Bombay for Bombay.
 Dec. 20, British cable str. *Patrol*, from Singapore for Cocos Island.
 Dec. 24, British str. *Obra*, Johnston, from Melbourne.
 Dec. 25, British str. *Becky*, Nov. 4, from Cardiff for Singapore.
 Dec. 26, Dutch str. *Sindora*, Bugebus, Nov. 6, from Rotterdam for Batavia.

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"SUVERIC."

FROM HONGKONG,
 ON THURSDAY, 15th JANUARY.
 FOR VANCOUVER DIRECT.

To be followed by the
OCEANO ... 10th February.
KUMERIC ... 10th March.
AYMERIC ... 7th April.
SUVERIC ... 5th May.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY, Co.
 Hongkong.
 Hongkong, 6th January, 1910. [135]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 Fiume and Trieste (Direct),
 Calling at SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the Brazils,
 to South Africa, Persian Gulf, Red
 Sea, Black Sea, Venice, Egypt,
 and Adriatic Ports).

THE Company's Steamship

"PERSIA."

Captain Giurgenich will be despatched as above on WEDNESDAY, the 26th inst.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
 Agents,
 Princes' Buildings.
 Hongkong, 4th January, 1910. 5

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL ...	DELHI ...	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE, &c. ...	SIOLIA ...	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	About 12th inst.
LONDON, ROTTERDAM & AMSTERDAM ...	CARDIGANSHIRE ...	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at D'light
HAVRE, BREMEN & HAMBURG, &c. ...	SCANDIA ...	Ger. str.	k. w.	V. Dohren	MELCHERS & Co.	On 15th inst.
COPENHAGEN & BALTIC PORTS ...	YANTON ...	Dan. str.	—	—	MELCHERS & Co.	About 5th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c. ...	QUEANTIER ...	Fre. str.	—	Sellier	MELCHERS & Co.	On 18th inst., at 1 P.M.
MARSEILLES, &c., via PORTS OF CALL ...	KAMO MARU ...	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 19th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. ...	SITHONIA ...	Ger. str.	k. w.	Brehmer	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, ROTTERDAM & HAMBURG, &c. ...	PENBROKESHIRE ...	Brit. str.	—	R. Hayes	JARDINE, MATHESON, & Co., Ltd.	About 25th inst.
MARSEILLES, LONDON & ANTWERP ...	ARI MARU ...	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 2nd Feb., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. ...	BRASILIA ...	Ger. str.	k. w.	Filler	HAMBURG-AMERICA LINE	On 10th Feb.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. ...	KAGA MARU ...	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 16th Feb., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. ...	BUELOW ...	Ger. str.	—	F. Prosch	MELCHERS & Co.	On 12th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. ...	PERIA ...	Ass. str.	—	P. Giurgenich	MELCHERS & Co.	On 25th inst.
TRIESTE, &c., via SINGAPORE, &c. ...	INDALIA ...	Brit. str.	k. w.	Karben	HAMBURG-AMERICA LINE	On 19th inst.
NEW YORK	VERVIC ...	Brit. str.	—	J. Boyd	DODWELL & Co., Ltd.	On 13th inst.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	SUVERIC ...	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 13th inst.
VANCOUVER (DIRECT)	EMPEROR OF CHINA ...	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 29th inst., at 7 A.M.
VANCOUVER via SHANGHAI, JAPAN, &c. ...	MONTAGLE ...	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 15th Feb., at Noon
VICTORIA, B.C. & SEATTLE, &c. ...	INABA MARU ...	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-morrow.
VICTORIA, B.C. & SEATTLE, &c. ...	NIKKO MARU ...	Jap. str.	—	N. Saito	NIPPON YUSEN KAISHA	On 19th inst.
TACOMA via JAPAN	SEATTLE MARU ...	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 21st inst., at Noon.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c. ...	KIYO MARU ...	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 25th Feb., at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA ...	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	YAWATA MARU ...	Ger. str.	—	T. Schino	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA ...	Brit. str.	—	H. Raegenor	MELCHERS & Co.	On 28th inst., at D'light
AUSTRALIAN PORTS via MANILA	NIKKO MARU ...	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 17th Feb., at Noon.
KOBE & YOKOHAMA	COLENZ ...	Ger. str.	—	R. Raegenor	MELCHERS & Co.	About 8th inst.
KOBE & YOKOHAMA	INABA MARU ...	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	To-morrow, at Daylight
KOBE & YOKOHAMA	ATSUBA MARU ...	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU ...	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	THILANJAP ...	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LIJN	Quick despatch.
JAPAN	ARRATON APCAR ...	Brit. str.	—	A. Stewart	DAVID SASSON & Co., Ltd.	To-day, at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI ...	DEVANHA ...	Brit. str.	—	H. Powell	P. & O. S. N. Co.	To-day, at 9 A.M.
SHANGHAI via SWATOW	CHOTANG ...	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI	CHINHA ...	Brit. str.	1 m.	E. Malokov	BUTTERFIELD & SWIRE	On 9th inst., at D'light
SHANGHAI	P. E. FRIEDRICH ...	Jap. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	On 13th inst., at D'light
SHANGHAI	CHENAN ...	Brit. str.	1 m.	Sachs	HAMBURG-AMERICA LINE	On 15th inst.
SHANGHAI	SEGVIA ...	Ger. str.	k. w.	H. S. Bradshaw, R.N.R.	P. & O. S. N. Co.	About 15th inst.
SHANGHAI	NYANZA ...	Brit. str.	—	Evans	NIPPON YUSEN KAISHA	On 16th inst., at D'light
SHANGHAI	ANHUI ...	Brit. str.	1 m.	Bourgo	MELCHERS & Co.	On 17th inst., P.M.
SHANGHAI	BOMBAY MARU ...	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
SHANGHAI	TOURANE ...	Fre. str.	—	—	JAVA-CHINA-JAPAN LIJN	Quick despatch.
SHANGHAI	INDIAN ...	Dan. str.	—	—	OSAKA SHOSHEN KAISHA	On 19th inst., at 8 A.M.
SHANGHAI	FOOKSANG ...	Brit. str.	—	—	DOUGLAS LAPEAUX & Co.	On 9th inst., at 10 A.M.
SHANGHAI	SAMBA ...	Ger. str.	k. w.	—	DOUGLAS LAPEAUX & Co.	On 11th inst., at 10 A.M.
SHANGHAI	THILANJAP ...	Dut. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SHANGHAI	SOSHU MARU ...	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI	DAIYU MARU ...	Jap. str.	—	—	SHAWAN, TOMES & Co.	On 11th inst., at 3 P.M.
SHANGHAI	HAICHING ...	Brit. str.	2 h.	—	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 4 P.M.
SHANGHAI	HAIMUN ...	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 18th inst., at 5 P.M.
SHANGHAI	HAITAN ...	Brit. str.	2 h.	—	MELCHERS & Co.	On 12th inst., at 4 P.M.
SHANGHAI	SINGAN ...	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	End of Jan.
SHANGHAI	LOONGSANG ...	Brit. str.	—	—	CARLOWITZ & Co.	On 11th inst.
SHANGHAI	RUBI ...	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon.
SHANGHAI	TAMING ...	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.
SHANGHAI	YUENHANG ...	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 1st Feb., at Noon
SHANGHAI	ZATIRO ...	Brit. str.	1 m.	—	JAVA-CHINA-JAPAN LIJN	Quick despatch.
SHANGHAI	TEAN ...	Brit. str.	—	—	—	—
SHANGHAI	KATPOK ...	Brit. str.	—	—	—	—
SHANGHAI	BORNEO ...	Brit. str.	—	—	—	—
SHANGHAI	TOSA MARU ...	Ital. str.	—	—	—	—
SHANGHAI	CAPEL ...	Brit. str.	—	—	—	—
SHANGHAI	KUTSANG ...	Brit. str.	—	—	—	—
SHANGHAI	LAISANG ...	Brit. str.	—	—	—	—
SHANGHAI	THIKINI ...	Dut. str.	—	—	—	—

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	S. Shotton	On 13th January, 1910.
OCEANO	4,657	F. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathie	On 10th March.
AYMERIC	4,263	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 6th December, 1909.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"COLENZ" Capt. H. RANGENBER	(About Saturday, 8th January.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW" Capt. F. PROSCH	{ Wed. day, 12th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	{ About Wed. day, 12th January.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ" Capt. H. RANGENBER	{ Friday, 28th Jan., at D'light
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	{ End of January.

For further Particulars, apply to
 NORDDEUTSCHER LLOYD,
 MELOCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 1st January, 1910. [5]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPRESS OF CHINA" Sat., 29th Jan.	"EMPRESS OF IRELAND" Fri., 25th Feb.
"MONTAGLE" Tuesday, 15th Feb.	"EMPRESS OF IRELAND" Fri., 25th Mar.
"EMPRESS OF INDIA" Sat., 26th Feb.	"EMPRESS OF IRELAND" Fri., 22nd April
"EMPRESS OF JAPAN" Sat., 26th Mar.	"EMPRESS OF IRELAND" Fri., 20th May
"EMPRESS OF CHINA" Sat., 23rd April	"ALLAN LINE" Friday, 10th June
"EMPRESS OF INDIA" Sat., 14th May	

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN with the Company's New Pacific "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers) £43 " £45. and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Bourgo	{ On 17th Jan., P.M.
MARSEILLES, via PORTS	"OCEANIAN" Capt. Sellier	{ On 18th Jan., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIO" Capt. Guionnet	{ On 31st Jan., P.M.
MARSEILLES via PORTS	"NERA" Capt. Martin	{ On 1st Feb., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
 P. THOMAS, AGENT,
 Queen's Building.
 Hongkong, 5th January, 1910. 2

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR." Captain A. Stewart, will be despatched for the above Ports TO-DAY, the 7th Jan., at Noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip, £120.

For Freight or Passage, apply to DAVID SASSON & Co., Ltd.

Hongkong, 1st January, 1910. [122]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI." Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 8th January, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MORRA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "DELHI," due in London on the 19th February 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 27th December, 1909. [1]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. H. Powell	9 A.M. 7th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 8th Jan.	See Special of Call.
LONDON and ANTWERP	SICILIA Capt. C. H. Watkins, R.N.R.	About 12th Jan.	Freight and Passage.
SHANGHAI MOJI, KOBE, NYANZA and YOKOHAMA	Capt. H. S. Brindshaw, R.N.R.	About 15th Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th January, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"SINGAN"	On 8th Jan. 10 A.M.
SHANGHAI	"CHINHUA"	On 9th Jan. D'light
MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th Jan. 4 P.M.
MANILA	"TAMING"	On 11th Jan. 3 P.M.
ZAMBOANGA, CEBU and ILOILO	"KAFONG"	On 12th Jan. 4 P.M.
SHANGHAI	"CHENAN"	On 13th Jan. 4 P.M.
SHANGHAI	"ANHU"	On 14th Jan. D'light
MANILA	"TEAN"	On 15th Jan. 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL, 5th to 14th FEBRUARY.—S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th idem for Hongkong. Special Reduced return fare of \$50.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHU", "CHENAN", "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLES and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.Telephone 36.
10

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
HAICHING Capt. W. C. Passmore	SWATOW, AMOY and FOOCHOW.	FRIDAY, 7th Jan., at 10 A.M.
"HAIMUN" Capt. Evans	SWATOW	SUNDAY, 9th Jan., at 10 A.M.
"HAITAN" Capt. J. S. Roach	SWATOW, AMOY and FOOCHOW.	TUESDAY, 11th Jan., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 6th January, 1910.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"CHOYSANG"	Friday, 7th Jan., Noon.
MANILA	"LOONGSANG"	Friday, 7th Jan., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"HOPSANG"	Saturday, 8th Jan., Noon.
MANILA	"YUENSANG"	Friday, 14th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Friday, 21st Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"KITSANG"	Saturday, 22nd Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 1st Feb., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KITSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALIC PORTS	"CANTON"	About 5th Jan., 1910.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	On 17th Jan.
COPENHAGEN and BALIC PORTS	"INDIEN"	Middle of Feb.

For Further Particulars apply to

Hongkong, 11th December, 1909.

MELOCHERS & CO.,
AGENTS.

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CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 8th Jan. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 15th Jan. Noon.

For Freight or Passage apply to

HONGKONG, 5th January, 1910.

SHEWAN, TOMES & Co.
General Managers.

[12]

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. SEGOVIA	15th Jan.
S.S. SAMBLA	2nd Febr.
S.S. ANDALUSIA	9th Febr.
S.S. SAXONIA	17th Febr.
S.S. C. FERD. LAEISZ	27th Febr.
S.S. AMBERIA	12th March.

Further Particulars, apply to—

Hongkong, 4th January, 1910.

HOMEWARD.

For HAVRE, BREMEN & HAMBURG:

S.S. SCANDIA ... 15th Jan.

For MARSEILLES, ROTTERDAM & HAMBURG:

S.S. SITHONIA ... 20th Jan.

For MARSEILLES & HAMBURG:

S.S. BRASILIA ... 10th Febr.

For NEW YORK:

S.S. VANDALIA ... 19th Jan.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

[11]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. KIYO MARU	9,500 tons gross	Sail Feb. 25th, at Noon.
S.S. BUYO MARU	6,000 "	" " April 27th, at Noon.
S.S. AMERICA MARU	6,000 "	" " " " " "

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 21st December, 1909.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 19th Jan., at Daylight.
	AKI MARU Capt. K. Sato	7,000	WED'DAY, 2nd Feb., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 16th Feb., at Daylight.

VICTORIA B.C. & SEATTLE (INABA MARU leaving Hongkong 8th Jan., due Kobe 15th Jan., connects)	AWA MARU Capt. A. Keith	6,500	WED'DAY, 19th Jan. from YOKOHAMA.
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VICTORIA B.C. & SEATTLE (NIKKO MARU leaving Hongkong 19th Jan., due Kobe 25th & Yokohama 27th Jan., connects)	SANUKI MARU Capt. K. Homma	6,500	SATURDAY, 29th Jan., from KOBE.
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SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakine	5,000	FRIDAY, 21st Jan., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 17th Febr., at Noon.

KOBE and YOKOHAMA	INABA MARU Capt. R. Takeda	6,500	SATURDAY, 8th Jan., at Daylight.
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BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Y. Nomura	6,000	TUESDAY, 11th January.
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NAGASAKI, KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 14th Jan., at Noon.
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SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Evans	5,000	SUNDAY, 16th January.
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NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 19th Jan., at Noon.
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§ Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 6th January, 1910.

[13]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD. BAGGAGE collected, forwarded and insured at lower rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East:—16, DES VREUX ROAD, HONGKONG.

Japan Office:—14, WATER STREET, YOKOHAMA.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIKINI	JAPAN	First half of Jan.	JAVA	First half of Jan.
TIPIANAS	JAPAN	First half of Jan.	JAVA	First half of Jan.
TIJODAS	JAPAN	First half of Jan.	JAVA	Second half of Jan.
TIJLATJAP	JAVA	First half of Jan.	JAPAN	Second half of Jan.
TIJLIWONG	JAVA	First half of Jan.	SHANGHAI	Second half of Jan.
TIJMAHI	JAVA	First half of Feb.	JAPAN	First half of Feb.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

YORK BUILDINGS, 1st Floor.

HONGKONG, 31st December, 1909.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

NEW YORK.					
STEAMERS to COLOMBO	Leave HONGKONG,	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	Steamer	Tons	SATURDAY	FRIDAY
ARCADIA.....	7000	February 5	MANTUA.....11000	March 5	March 11
ASSAYE.....	7500	February 19	PERSEA.....7951	March 19	March 25
DELTA.....	8000	March 5	MALWA.....11000	April 2	April 8
MACEDONIA.....	10500	March 19	(Through Steamer calling at BOMBAY)	April 16	April 22
DEVANHA.....	8000	April 2	MONGOLIA.....10500	April 30	May 6
ASSAYE.....	8000	April 16	MARMORA.....10500	May 14	May 20
DELTA.....	7500	April 30	MOREA.....11000	May 28	June 3
DELHI.....	8000	May 14	MOOLTAN.....10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12 " "

In addition to the above Mail Steamers the following:—

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
• SYRIA	about	about
• SYRIA	January	26 March
• SYRIA	February	9 April
• SYRIA	February	23 April
• SYRIA	March	7 May
• SYRIA	April	20 June
• SYRIA	May	4 July
• SYRIA	May	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Surtax):

1st SALOON £55.00 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4 " "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to:—

1076]

E. A. HEWETT,
SUPERINTENDENT

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., at Noon, 1910.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR THE COAST PORTS & FORMOSA SERVICE		
FOR	STEAMERS	LEAVES.
TAMU VIA SWATOW, & AMOY	"DALJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 9th Jan., at 10 A.M.
HANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 13th Jan., at Daylight
ANPING VIA SWATOW, & AMOY	"SOSHU MARU" Capt. K. SUGI	WEDDAY, 19th Jan., at 8 A.M.

